

# The Stikeen River Journal.

DEVOTED TO THE INTERESTS OF WRANGEL, SOUTHEASTERN ALASKA, AND THE ALL-CANADIAN ROUTE TO THE YUKON.

WHOLE NO. 30.

FORT WRANGEL, ALASKA, SATURDAY, JULY 23, 1898.

PRICE, 10 CENTS.

## Hudson's Bay Company

(INCORPORATED 1670.)

(INCORPORATED 1670.)

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## DEWEY Puts a Shot In front of

### THE IRENE, A German Man-of-War.

The German Admiral Apologizes and Dewey is Satisfied.

The advice of Admiral Dewey to Prince Henry of Prussia in command of the German fleet in the Pacific given some time ago at Hong Kong turns out in the light of later events to have been quite pertinent. In the course of a friendly talk Prince Henry stated he was going to send a few ships to Manila to watch Dewey, to which our admiral laughingly replied that he would be delighted, but advising the German prince to warn his commanders of the danger of getting in the way of American shells. A cable from London, under date of July 19, states that as the German cruiser Irene was passing Mariveles, off Manila, the other day, the United States gunboat Hugh McCulloch was sent after her to ask her to stop. She refused to obey and a shell was sent across her bow, and a small boat went out to discover what she was doing. The German admiral protested, and insisted that German ships had a right to enter the harbor without being searched, a claim which Admiral Dewey declined to recognize. It is reported that Admiral Von Diederich, who is in command of the German squadron at Manila, interviewed Captain Chichester of the British cruiser Immortalite, as to what he would do if the Germans interfered with the bombardment of Manila. Capt. Chichester replied that only Admiral Dewey and himself knew that.

Previous to this incident the insurgents on July 6, reported that the Irene, in Subic bay, had refused to permit them to attack the Spaniards on Grande Island. Our Dewey promptly dispatched the Raleigh and Concord to investigate the matter. On entering Subic bay the Raleigh immediately opened fire on the forts, whereupon the Irene slipped her cable and steamed out of the bay by the other channel. The result of the fire of the American warship was that the Spaniards, numbering over 500 men, surrendered everything. This action of the Irene greatly displeased Our Dewey, who sent a peremptory message to the German admiral inquiring whether America and Germany are at peace or at war. If they are at peace he demanded that the German warships at Manila pursue a different course. If they are at war he wanted to know it, so he could govern himself accordingly. The German admiral returned a reply which was apologetic in tone and satisfactory.

Close on this news comes word that the destination of Commodore Watson's fleet is the Philippines, by way of Spain and the Suez Canal. If such should turn out to be the case it will not be through any fear that Our Dewey can not take care of himself under ordinary circumstances that reinforcements are sent, but to protect American interests under any and all circumstances. Germany is maintaining a large squadron in the Philippines and it is evident that President McKinley does not propose to be caught napping.

## Gen. Shafter's Word Is Law

### Santiago to be Governed As a Conquered State

WASHINGTON, D.C. July 18.—A state paper that will be historic, marking an epoch in American history, was issued tonight by direction of President McKinley. It provides in general terms for the government of the province of Santiago de Cuba, and is the first document of the kind ever prepared by a president of the United States. By order of Secretary Alger, Adj. Gen. Corbin tonight cabled the document to Gen. Shafter, in command of the military forces at Santiago. The paper is not only an authorization and instruction of Gen. Shafter for the government of the captured territory, but also a proclamation to the people of the territory of the intentions of the government of the United States regarding them and their interests. It marks the formal establishment of a new political power in the island of Cuba, and insures to the people of the territory over which the power extends absolute security in their rights, as well as security to their persons and property. The full text of the document is as follows:

"Adjutant General's Office, Washington, D. C., July 18, 1898.  
"Gen. Shafter, Santiago de Cuba: The following is sent you for your information and guidance. It will be published in such manner in both English and Spanish as will give the widest circulation in the territory under your control:

"Executive Mansion, Washington, D. C., July 18, 1898.  
"To the Secretary of War—Sir: The capitulation of the Spanish forces in Santiago de Cuba and in the eastern part of the province of Santiago, and the occupation of the territory by the forces of the United States render it necessary to instruct the military commander of the United States as to the conduct which he is to observe during military occupation.

"The first effect of the military occupation of the enemy's territory is the severance of the former political relations of the inhabitants and the establishment of a new political power. In this changed condition of things, the inhabitants, so long as they perform their duties, are entitled to security in their persons and property and in all private rights and relations. It is my desire that the inhabitants of Cuba should be acquainted with the purpose of the United States to discharge to the fullest extent its obligations in this regard. It will therefore be the duty of the commander of the army of occupation to announce and proclaim in the most public manner that we come not to make war upon the inhabitants of Cuba, nor upon any party or faction, but to protect them in their homes, in their employments and in their personal and religious rights. All persons who, either by active or by honest submission, co-operate with the United States in its efforts to give effect to this beneficial purpose will receive the reward of its support and protection. Our occupation should be as free from severity as possible. "Though the powers of the military occupation are absolute

and supreme, and immediately operate upon the political condition of the inhabitants, the municipal laws of the conquered territory, such as effect private rights of person and property and provide for the punishment of crime, are considered as continuing in force, so far as they are compatible with the new order of things, until they are suspended or superseded by the occupying belligerent and in practice they are not usually abrogated, but are allowed to remain in force, and to be administered by the ordinary tribunals, substantially as they were before the occupation. This enlightened practice is, so far as possible, to be adhered to on the present occasion. The judges and the other officials connected with the administration of justice may, if they accept the supremacy of the United States, continue to administer the ordinary law of the land, as between man and man, under the supervision of the American commander-in-chief. The native constabulary will, so far as may be practicable, be preserved.

"The freedom of the people to pursue their accustomed occupations will be abridged only when it may be necessary to do so.

"While the rule of conduct of the American commander-in-chief will be such as has just been defined, it will be his duty to adopt measures of a different kind, if, unfortunately, the course of the people should render such measures indispensable to the maintenance of law and order. He will then possess the power to replace or expel the native officials in part or altogether, to substitute new courts of his own construction for those that now exist, or to create such new or supplementary tribunals as may be necessary. In the exercise of these high powers the commander must be guided by his judgment and his experience and a high sense of justice.

"One of the most important and most practical problems with which it will be necessary to deal, is that of the treatment of property and the construction and administration of the revenues. It is conceded all public funds and securities belonging to the government country in its own right, and all arms and supplies and other movable property of such kind, may be seized by the military occupants and converted to his own use. The real property of the state he may hold and administer, at the same time enjoying the revenues thereof, but he is not to destroy it, save in the case of military necessity. All public means of transportation, such as telegraph lines, cables, railways and boats belonging to the state may be appropriated to his use, but unless in case of military necessity they are not to be destroyed. All churches and buildings devoted to religious worship and to the arts and sciences, all school houses, are so far as possible to be protected, and all destruction or intentional defacement of such places, of historical monuments or archives or works of science or art, is prohibited, save when required by urgent military necessity.

"Private property, whether belonging to individuals or corporations, is to be respected and can be confiscated only as hereafter indicated. Means of transportation, such as telegraph lines and cables, railways and boats, may, although they belong to private individuals or corporations, be seized by the military occupant, but unless destroyed under military necessity, are not to be retained.

"While it is held to be the right of the conqueror to levy contributions upon the enemy in their seaports, towns or provinces which may be in his military possession by conquest, and to apply the proceeds to defray the expense of the war, this right is to be exercised within such limitations that it may not savor of confiscation. As the result of military occupation, the taxes and duties payable by the inhabitants to the former government become payable to the military occupant, unless he sees fit to substitute for them other rates or modes of contribution to the expenses of the government.

"The moneys so collected are to be used for the purpose of paying the expenses of government under the military occupation, such as the salaries of the judges and the police, and for the payment of the expenses of the army.

"Private property taken for the use of the army is to be paid for, when possible, in cash, at a fair valuation, and when payment in cash is not possible, receipts are to be given.

"All ports and places in Cuba which may be in the actual possession of our land and naval forces will be opened to the commerce of all neutral nations, as well as our own, in articles not contraband of war, upon payment of the prescribed rates of duty which may be in force at the time of the importation.

(Signed) WILLIAM MCKINLEY.

"By order of the secretary of war.

"H. C. CORBIN, Adjutant."

Bill heads, \$2.50 per thousand at the JOURNAL office.

Frank H. Reid, who was shot by the notorious "Soapy" Smith, on the 8th inst., at Skagway, died on Wednesday morning last.

J. H. Grier, the popular purser of the Ning Chow, is in Wrangel on a business trip for Davidge & Co. It is possible that Mr. Grier may take up his permanent residence here. He would be a valuable citizen.

Dick Ready, who for some months past has been residing here, returned to the Sound a few days ago. Mr. Ready is one of the most pleasant gentlemen who has ever resided in Wrangel, and has made many warm friends who will regret his leaving, always hopeful that he may return.

### NOTICE TO MARINERS.

Dominion of Canada, British Columbia.  
Rules for the Navigation of  
Stikeen River.

The Department of Marine and Fisheries of Canada has made arrangements for a system of signalling at Little Canyon, on the Stikeen river, to prevent collisions therein. Immediately after the opening of navigation a station will be established at each end of the canyon, which signals will be displayed for the guidance of vessels.

A white ball, or disc, hoisted to the top of a mast will denote that the channel is clear, and that a vessel may enter the canyon from the end at which the ball is displayed. A black drum or square will denote that the channel is not clear, and a vessel must not enter the canyon on any consideration when the drum is displayed.

The drum and ball shown together will be a signal between the two stations for information of the signaller, and no vessel may enter the canyon when this signal is shown. In the event of vessels approaching the canyon from both ends simultaneously, the upward bound vessel must keep clear of her warping line. Two long blasts followed by two short blasts of a steamer's whistle will be a signal that she is actually engaged in warping. These rules will be established by Order in Council under the provisions of Chapter 56, Revised Statutes of Canada, and amending orders, and will have the force of law. They are not intended to supersede, but are to be in addition to the ordinary rule of the road.

By order,  
WM. P. ANDERSON,  
Chief Engineer,  
Department of Marine and Fisheries of  
Canada.

Wrangel, 16th April 1898.

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—OF—

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### TO SUIT THE TIMES

Owing to the general reduction of prices by landlords and merchants we will for the next 30 days give special rates for all classes of

### JOB WORK

Call and get prices.

### STIKEEN RIVER JOURNAL

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This restaurant has been newly painted and refitted throughout, and you will receive the best the market affords. Pete Jensen will see that your wants are satisfied.

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# THE STIKEEN RIVER JOURNAL.

THEO. R. NEEDHAM.

PUBLISHED EVERY SATURDAY.

Entered as the Postoffice at Fort Wrangel, Alaska, as second-class mail matter.

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Six Months 1.50  
Three Months .75  
Single Copies 10  
Foreign Postage must be prepaid.

J. R. MCKEAND, BUSINESS MANAGER

SATURDAY, JULY 23, 1898.

Special from Madrid: "The result is still in doubt."  
(Signed) SAGASTA.

The battle of Skagway will be memorable in history on account of its decisiveness.

The Glenora News reports "a rich strike of salmon trout on Nine Mile creek running two to the pan," or 300 per man per day.

Should the Emperor of Germany get wounded at Manila he won't be able to say, "I did not know it was loaded."

The Spanish flagship was the Colon, but it did not take long to bring it to a full stop.

After a fierce struggle, during which all the wiles known to the up-to-date politician had been resorted to, the government in British Columbia has been defeated at the poles. The result shows the opposition to have a clear majority of from four to six members which means the overthrow of Mr. Turner and the advent of a new government. It is not exactly plain what this result will mean to the people of Wrangel and Glenora, but that there is no chance of making matters worse there can be no doubt. The election promises of Mr. Turner would, if carried out, have been of incalculable benefit to the all Canadian route to the Yukon gold fields and to the merchants of Victoria and Vancouver. These promises must of necessity have been taken with a grain of allowance, in view of the fact that "actions speak louder than words," and Mr. Turner's actions were strongly at variance with his spoken and written words.

It is a fact that some one has been criminally negligent to say the least, in their treatment of this natural, easy and quick route to the interior, and it is to be hoped the blame will be put where it belongs. The Stikeen river route, under proper conditions, is the BEST route to the Klondike. It is an all Canadian route; all it needs is a railroad or even a wagon road from Glenora to Teslin lake. Reports coming from Victoria have assured the people of this country that both a railroad and a wagon road would be built; but when? Is it simply a campaign lie or are we to receive immediate recognition? On this question hinges the future of this route, and the JOURNAL welcomes the coming of any party into power that will immediately give us relief.

The cost of building a railroad from Glenora to Teslin lake is estimated by competent engineers as being less per mile than the average per mile cost of constructing the C. P. R., and who questions the wisdom of constructing that great highway across the Canadian continent, which has not only opened up millions of acres of productive country, but has built Vancouver and other cities up in a short space of time from mere hamlets to large cosmopolitan centers of trade. The possibilities here are even greater than those which existed in British Columbia prior to the building of the C. P. R., and the conditions are not less favorable. There exists in the country beyond Glenora the richest mineral country to be found in Canada, capable of supporting an army of men, a great many of whom are already there, brought there by the alluring promises of politicians apparently to be made a sacrifice on the

altar of a political campaign. This may be politics but it is not patriotism, and if the same policy is to be continued, Canada will wake up when too late only to find that her American brethren (we are brothers now, not cousins), have outstripped her in the race for the almighty dollar. The beginning of the year saw the different entries lined up, each eager for the race to begin. The Stikeen had the advantage of weight and the talent picked her a winner. The flag fell over an even start. The quarter was passed, Stikeen in the lead, the others jockeying for second place. At the half it appeared that Stikeen had a poor mount—the others were drawing up. We are coming into the stretch. The public asks, will the favorite be beaten? The colt is fresh but the mount—the mount has developed a bad case of politics, accompanied by an attack of "Stikinitis," (a technical term used by travelers on the Stikeen to denote wonderful liars.) Shame! shame! the colt has been drawn till her mouth is covered with crimson blood taken from the veins of hardy prospectors.

Loose the reins and let nature assert herself! The race is not lost—the prize is great. Build the road, and the flow of the yellow metal will come down the Stikeen to repay a thousand fold the cost. It will flow into Canadian coffers to help in the up-building of Canada's domain. There is no time to be lost. "Delay is dangerous." Uncle Sam's cohorts work early and late, and unless the Dominion and Provincial governments cast aside party politics and act as the needs of the country demand, it will be found, when too late, that they have "killed the goose which laid the golden egg."

## Notice for Publication.

In the United States District Court, in and for the District of Alaska.  
Joan O. Dunsmuir, James Dunsmuir, and Alexander Dunsmuir, doing business as coal merchants under the firm name and style of R. Dunsmuir & Sons, libellants,  
vs.  
Steamship "Skagit Chief," her tackle, apparel and furniture, claimant.  
WHEREAS, a libel has been filed in the United States District Court in and for the District of Alaska on the 24th day of July, 1898, by Joan O. Dunsmuir, James Dunsmuir, and Alexander Dunsmuir, doing business as coal merchants under the firm name and style of R. Dunsmuir & Sons, libellants, against the steamship "Skagit Chief," her tackle, apparel and furniture, and against all persons intervening for and in their behalf and interest in a cause on contract civil and maritime, alleging in substance that on the 16th and 26th days of May, and the 17th day of June, 1898, said libellants, at the special instance and request of the captain of said steamship "Skagit Chief," furnished on board said steamship "Skagit Chief," then lying at the wharf in said Wrangel, Alaska, thirty nine (39) tons of coal at \$8.50 per ton, amounting to the sum of three hundred and thirty-one and 50/100 (\$311.50) dollars, against which a cash payment of fifty (\$50.00) dollars was made on May 23, 1898, leaving a balance due said libellants of two hundred and eighty-one and 50/100 (\$281.50) dollars for such necessary supplies furnished on the credit of said claimant, which said claimant has neglected and refused to pay to the said libellants, part thereof, although often demanded. And praying process against said steamship "Skagit Chief," her tackle, apparel and furniture, and for reasonable and proper costs and attorneys' fees, and that said steamship "Skagit Chief," may be condemned and sold to pay said claim, with costs, charges and expenses.

NOW, THEREFORE, in pursuance with the motion under the seal of the said Court directed and delivered to me, I do hereby give public notice to all persons claiming the said steamship "Skagit Chief," her tackle, apparel and furniture or in any manner interested therein, that they be and appear before the said United States District Court in and for the District of Alaska, to be held at Sitka, Alaska, on the 27th day of August, 1898, at ten o'clock in the forenoon of that day, (provided that the same shall be a day of jurisdiction thereafter), then and there to interpose their claims, and to make their allegations in that behalf.

Dated the 9th day of July, 1898.

J. M. SHOUP,  
U. S. Marshal for Alaska.  
By W. D. GRANT, Deputy.  
Clark, Ingersoll & Weymouth, Proctors for libellants.  
Date of first publication, July 9, 1898.

## Notice for Publication.

In the United States District Court, in and for the District of Alaska.  
Joan O. Dunsmuir, James Dunsmuir, and Alexander Dunsmuir, doing business as coal merchants under the firm name and style of R. Dunsmuir & Sons, libellants,  
vs.  
Steamship "Glenora," her tackle, apparel and furniture, claimant.  
WHEREAS, a libel has been filed in the United States District Court in and for the District of Alaska, on the 2nd day of July, 1898, by Joan O. Dunsmuir, James Dunsmuir, and Alexander Dunsmuir, doing business as coal merchants under the firm name and style of R. Dunsmuir & Sons, libellants, against the steamship "Glenora," her tackle, apparel and furniture, and against all persons intervening for and in their behalf and interest in a cause on contract civil and maritime, alleging in substance that on the 16th and 22nd days of May, and the 6th day of June, 1898, said libellants, at the special instance and request of the captain of the said steamship "Glenora," furnished on board said steamship "Glenora," then lying at the wharf in said Wrangel, Alaska, sixty (60) tons of coal, at \$8.50 per ton, amounting to the sum of five hundred and ten (\$510.00) dollars, all necessary supplies furnished on the credit of said claimant, which said claimant has neglected and refused to pay, although often demanded. And praying process against said steamship "Glenora," her tackle, apparel and furniture, and for reasonable and proper costs and attorneys' fees, and that said steamship "Glenora," may be condemned and sold to pay said claim, with costs, charges and expenses.

NOW, THEREFORE, in pursuance with the motion under the seal of the said Court directed and delivered to me, I do hereby give public notice to all persons claiming the said steamship "Glenora," her tackle, apparel and furniture, or in any manner interested therein, that they be and appear before the said United States District Court in and for the District of Alaska, to be held at Sitka, Alaska, on the 27th day of August, 1898, at ten o'clock in the forenoon of that day, (provided that the same shall be a day of jurisdiction thereafter), then and there to interpose their claims, and to make their allegations in that behalf.

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M. MUNSIE, Secretary.

T. E. ELFORD, Manager.

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| May 25        | May 29        | May 30       | May 30            | June 1        | June 1       | June 2        | June 6            |
| June 9        | June 13       | June 14      | June 14           | " 15          | " 15         | " 16          | " 20              |
| " 24          | " 28          | " 29         | " 29              | " 30          | " 30         | July 1        | July 5            |
| July 9        | July 13       | July 14      | July 14           | July 15       | July 15      | " 16          | " 20              |

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### NOTICE TO MARINERS.

Dominion of Canada, British Columbia, Buoyage of Northern Channels.

The following buoys were placed by the D. G. S. "Glenora" this week:  
1. A middle ground steel can buoy on Ripple Rock, Race passage, between Thurior and Helms Islands. There is only ten feet on a pinnacle rock where seven fathoms are shown on the charts.  
2. A steel platform buoy, surmounted by a pyramidal shaft work with a diamond at the apex on Dulapich, Seaforth channel, replacing the spar buoy heretofore mentioned there.  
3. A black steel can buoy on Hewitt Rock, Hillich narrow, close to the 10 foot spot.  
WM. P. ANDERSON,  
Chief Engineer,  
Dominion Department of Marine and Fisheries.  
Fort Wrangel, Alaska, 25th April, 1898.

### CITIZENS OF WRANGEL.

You are requested by the Fort Wrangel Chamber of Commerce to use all due diligence and haste in clearing your door yards of any garbage and sewage which may be there, to place the same in a proper receptacle, and remove it to the beach at intervals of not less than three times a week.  
By observing this, you will be doing your part towards saving our now healthy city from sickness and disease during the coming hot season. Very respectfully,  
P. C. CAMPBELL, M. D.,  
GEO. W. BLOOMHARDT,  
PETER C. JENSEN.

Sanitary Committee for the Fort Wrangel Chamber of Commerce.  
Fort Wrangel, Alaska, May 3, 1898.

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### NOTICE TO MARINERS.

Dominion of Canada, British Columbia. Rules for the Navigation of Stikeen River.

The Department of Marine and Fisheries of Canada has made arrangements for a system of signalling at Little Canyon, on the Stikeen river, to prevent collisions therein. Immediately after the opening of navigation a station will be established at each end of the canyon, at which signals will be displayed for the guidance of vessels.  
A white ball, or disc, hoisted to the top of a mast will denote that the channel is clear, and that a vessel may enter the canyon from the end at which the ball is displayed.  
A black drum, or square will denote that the channel is not clear, and a vessel must not enter the canyon on any consideration when the drum is displayed.  
The drum and ball shown together will be a signal between the two stations for information of the signalman, and no vessel may enter the canyon when this signal is shown.  
In the event of vessels approaching the canyon from both ends simultaneously, the upward bound vessel will be held below the canyon until the descending vessel has run the canyon.

One prolonged blast of a steamer's whistle will be a request to the signalman to show the all clear signal.  
In any other part of the river within Canadian territory, if a vessel is warping up, a downward bound vessel must keep clear of her and her warping lines, stopping and tying up if necessary to prevent collision.  
In the event of two vessels simultaneously approaching a place where warping is required, the upward bound vessel must allow the downward bound vessel to pass before running out her warping line. Two long blasts followed by two short blasts of a steamer's whistle will be a signal that she is actually engaged in warping.  
These rules will be established by Order in Council under the provisions of Chapter 59, Revised Statutes of Canada, and amending orders, and will have the force of law. They are not intended to supersede, but are to be in addition to the ordinary rule of the road, applicable to the navigation of the river.

By order,  
WM. P. ANDERSON,  
Chief Engineer,  
Department of Marine and Fisheries of Canada.  
Wrangel, 19th April 1898.

Dr. V. McALPIN,

DENTIST,

(20 years' experience)

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Fort Wrangel, Alaska

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## STEAMSHIP "AMUR"

From Victoria to Skagway every twelve days; calls at Wrangel both ways.

## STEAMER LOUISE...

Runs every Friday to Stikeen Island from C. P. R. Wharf. Steamers from Wrangel for Glenora and points up Stikeen River.

Klondike Mining, Trading, and Transport Corporation, Ltd

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Gathered Here, There and Elsewhere.

"Those Spanish soldiers all seem to keep good hours."  
 "Do they?"  
 "Yes. They retire early."

**The Stigma of Cuban Birth**  
 A Spaniard was born in Spain. His son, who was born in Cuba, is not a Spaniard. If a Cuban should go to Madrid when he is two weeks old and spend all his life in the place he would still be a Cuban and not quite as good as a Spaniard. If a Spaniard should go to Havana when he is two weeks old and spend all his life in that city or upon a plantation he would still be a Spaniard and enjoy the distinction and social position which a Cuban can never attain. The sons and daughters of a Spaniard are Cubans if they are born in Cuba; but the sons and grandsons and great-grandsons of a Cuban must always be Cubans, no matter if they were born in Madrid and spend their whole lives in that city. No Cuban can ever become a Spaniard, no matter what happens to him, and from the Spanish point of view he is a degenerate.—Chautauquan.

**The Story of the Arctic.**  
 In October, 1854, at about the same place where the wreck of the *Bourgeois* now lies, the steamship *Arctic* of the Collins line was lost, with all on board, through a collision in the fog with the *Vesta*. It was this terrible catastrophe of which Henry Ward Beecher wrote:

"The hour was come. The signal bell fell at Greenwich. It was noon also at Liverpool. The anchors were weighed, the great hull swayed to the current, the national colors streamed abroad as if themselves instinct with life and national sympathy.

"The bell strikes, the wheels revolve, the signal gun beats its echoes in upon every structure along the shore, and the *Arctic* glides joyfully forth from the Mersey and turns her prow to the winding channel and begins her homeward run.

"The pilot stood at the wheel and men saw him. Death sat upon the prow, and no eye beheld him. Whoever stood at the wheel in all the voyage, Death was the pilot that steered the craft and none knew it. He neither revealed his presence nor whispered his errand.

"And so hope was effulgent, and little gayety disported itself, and joy was with every guest. Amid all the inconveniences of the voyage, there was still that which hushed every murmur: 'Home is not far away.' And every morning it was one night nearer home.

"Eight days had passed. They beheld that distant bank of mist that forever haunts the vast shallows of Newfoundland. Boldly they made it, and, plunging in, its pliant wreaths wrapped them about.

"They shall never emerge. The last sunlight has flashed from that deck. The last voyage is done to ship and passengers.

"At noon there came, noiselessly stealing from the north that fatal instrument of destruction. In that mysterious shroud, that vast atmosphere of mist, two steamers were holding their way with rushing prows and roaring wheels, but invincible.

"Oh, what a burial was here! Not as when one is borne from his home, among weeping throngs and gently carried to the green fields, and laid peacefully away beneath the turf and flowers. No priest stood to pronounce a burial service. It was an ocean grave. The mists alone shrouded the burial place. No spade prepared the grave nor sexton filled up the hollowed earth.

"Down, down—they sank and the quick returning waters soon smoothed out every ripple, and left the sea as placid as before."

# CANADIAN

# PACIFIC

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# Line

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From

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To

St. Paul and Minneapolis, \$10

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And all points East and South, also to China and Japan via The Northern Pacific S. S. Co.

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 E. E. BLACKWOOD, Agt N. P. R. R., Victoria, B. C.

—OR—

A. D. CHARLTON,  
 Asst. Gen'l Pass. Agt.,  
 Portland, Oregon  
 CHAS. S. FEE,  
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THE

**McKinnon Wharf**

and Forwarding Co.

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ALASKA.

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Their Wharf and Warehouse Ready for Vessels to Land Local and Bonded Goods.

Apply to

—Company's Agents on Wharf—

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For Further Particulars,

or

J. BOSCHOWITZ, Agent,

Victoria, B. C.

# NOTICE TO MARINERS.

Dominion of Canada, British Columbia. Rules for the Navigation of Stikkeen River.

The Department of Marine and Fisheries of Canada has made arrangements for a system of signalling at Little Canyon, on the Stikkeen river, to prevent collisions therein. Immediately after the opening of navigation a station will be established at each end of the canyon, at which signals will be displayed for the guidance of vessels.

A white ball, or disc, hoisted to the top of a mast will denote that the channel is clear, and that a vessel may enter the canyon from the end at which the ball is displayed.

A black drum or square will denote that the channel is not clear, and a vessel must not enter the canyon on any consideration when the drum is displayed.

The drum and ball shown together will be a signal between the two stations for information of the signaller, and no vessel may enter the canyon when this signal is shown.

In the event of vessels approaching the canyon from both ends simultaneously, the upward bound vessel will be held below the canyon until the descending vessel has run the canyon.

One prolonged blast of a steamer's whistle will be a request to the signaller to show the all clear signal.

In any other part of the river within Canadian territory, if a vessel is warping up, a downward bound vessel must keep clear of her and her warping lines, stopping and tying up if necessary to prevent collision.

In the event of two vessels simultaneously approaching a place where warping is required, the upward bound vessel must allow the downward bound vessel to pass before running out her warping line. Two long blasts followed by two short blasts of a steamer's whistle will be a signal that she is actually engaged in warping.

These rules will be established by Order in Council under the provisions of Chapter 73, Revised Statutes of Canada, and amending orders, and will have the force of law. They are not intended to supersede, but are to be an addition to the ordinary rule of the road.

By order,  
 W. M. P. ANDERSON, Chief Engineer.

Department of Marine and Fisheries of Canada, Wrangel, 10th April 1898.

**F. W. CARLON,**

212 Front Street, Fort Wrangel, Alaska

**Manufacturing Jeweler.**

Alaska Stones a Specialty. Miniature Totem Poles made to Order. Fine Photographic Views of Wrangel, etc.

Mail Orders Receive Prompt Attention

Glasses specially fitted. Mr. Carlon is a graduate of the Chicago School of Optics.

**OPTICIAN**

Watches, Clocks, Order Pins, Etc.

# H. N. Richmond Paper Co.

Wholesale Wrapping and Printing

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Of all kinds.

SEATTLE — AND — TACOMA

**ALASKA HOTEL, F. W. BUTLER & SON PROPRIETORS.**

Cor. R. R. Avenue and Main street. Rooms 25c to 75c. Special rates by the week. A strictly respectable family hotel. Fire proof brick and electric lights in every room.

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**DENTIST,**

(20 years' experience)

SEWARD BL'K NEAR JOURNAL OFFICE  
 Fort Wrangel, Alaska

# THE

# Providence

FUR CO.,

PROVIDENCE, R. I.

Wants all kinds of raw furs, skins, ginseng, seneca, etc.

Prices quoted for the next sixty days are as follows:

|                   |                     |
|-------------------|---------------------|
| Silver Fox        | \$15.00 to \$150.00 |
| Beaver            | 5.00 to 25.00       |
| Otter             | 4.00 to 9.00        |
| Martin            | 2.00 to 9.00        |
| Beaver, per pound | 3.00 to 3.50        |
| Wolf              | 1.00 to 2.00        |
| Red Fox           | 1.00 to 2.00        |
| Mink              | .75 to 2.00         |
| Skunk             | .25 to 1.00         |
| Gray Fox          | .50 to .75          |
| Rat               | .20 to .25          |

Price list on all other furs and skins furnished on application. Full prices guaranteed, careful selection, courteous treatment, and immediate remittance on all consignments.

# NOTICE

We desire to announce to the general public that we have on hand a complete line of

# General Merchandise

Consisting of Groceries and Provisions, Clothing, Boots and Shoes, Rubber Goods, Mackinaws, and a Full Line of

# Miners' Supplies

# Reid & Sylvester

The Pioneer Merchants,

FORT WRANGEL,

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# Duncan McKinnon

# General Merchandise

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The most complete Outfitting House in Alaska. We sell at prices that defy competition.

Front Street,

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# Willson & Sylvester.

# Fort Wrangel Mills

MANUFACTURERS

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OF ALL KINDS OF

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 for the  
 Boys...

Cigars and Refreshments

Front Street,

Wrangel, Alaska

# THE BEST ROUTE

Now is the time to procure your supplies and hire yourself to the

FAMOUS GOLD FIELDS OF ALASKA

There is only one reliable route and that is via

# STIKEEN RIVER TO LAKE TESLIN

The Canadian Pacific Navigation Company is now operating the most complete line of ocean and river steamers consisting of the

ISLANDER, DANUBE, TEES, CHARMER, PRINCESS LOUISE, RITHETT

And the Magnificent Steel River Steamer

"IRVING"

Safe, Sure, Speedy.

Canadian Pacific Navigation Company

JOHN IRVING, Manager.



# Case & Wilson

Have on exhibition in their show window a very handsome and unique center table. It is made from black walnut taken from the "Ancon," wrecked a number of years ago near Loring, and Alaska yellow cedar. It was made by one of the natives of Sitka, and is valued at \$50.00. In the same window is a sealed glass jar filled with beans. For every dollar purchase you make in the store you will be entitled to a guess and the person guessing nearest to the number of beans in the jar will be presented with the table. The jar was filled and sealed in the presence of three of Wrangel's most prominent citizens and on September 1st, 1898, will be opened and the beans counted by the same committee.

The economy of buying at Case & Wilson's is so evident that it will draw you there with the force of a magnet. Their business is steadily increasing and the reason is simply because they give good honest values at right prices.

## LOCAL NEWS.

Look out for the Blue book.

Willoughby Clark is in Sitka attending to legal business.

H. F. Whirlow and wife will leave for the Sound in a few days.

The steamer Farallon, Captain Roberts, passed down on Monday.

The steamer Utopia, Captain White, sailed south on Monday.

Steamer Alki, Captain Gage, came into port Monday, southbound.

The Cottage City northbound, arrived in port at noon yesterday.

Mrs. Webber returned from a visit to Portland, on the Topeka Tuesday.

Rev. Thwing is attending the Alaska Presbytery at Juneau this week.

The first water melons of the season have just been received by Duncan McKinnon.

Attorney and Mrs. C. O. Bates went to the Sound on the Alki, to be absent a short time.

Jack Collins made a pleasure trip to Glenora this week on the beautiful steamer Strathcona.

The steamer Rosalie, Capt. O'Brien, passed up on Monday and returned south yesterday morning.

Wonder why "Tag" Wilson is fixing up the old German cook stove? Perhaps he's going to housekeeping.

E. E. Bair returned from his northern trip yesterday morning on the Rosalie. He reports a pleasant time.

The consolidation of three bakeries this week points to the formation of a bread trust. Look out for higher prices.

Rev. G. W. Kennedy has severed his connection with the church of Wrangel and will depart in a few days for Tacoma.

The buildings occupied by Lynch & Jones and P. C. Jensen have received a new coat of paint, and present a fine appearance.

It is cheaper to eat fresh meat than to go fishing now. The Pacific market man has put the cleaver through the prices of all grades of meat.

The steam schooner Fastnet from Victoria, arrived in port Wednesday. This vessel will tow the Stikkeen Chief and the Mono to St. Michaels.

Gene Hall returned from Skagway on the Farrallon Monday, where he went to visit his old friend Frank H. Reid, who was shot by "Soapy" Smith.

D. O'Donivan Rossa, late of Wrangel has entered the real estate business at Skagway. We bespeak for him that he will not be lost sight of, even in Skagway.

E. F. Cassel, formerly auditor of the Nowell Gold Mining Co., of Juneau, passed through Wrangel on the Topeka Tuesday, enroute to Dawson City. He was accompanied by Mr. Dennis, of Seattle.

"Chappie" Harrison, who for some time has been a prominent citizen of Wrangel, returned to the Sound on the Alki. Mr. Harrison is one of the most genial persons to be met anywhere, and his leaving is much regretted by all.

Mrs. L. Sanger, who has for several months resided in Wrangel, left on the Farrallon Monday for her home in New York. Mrs. Sanger made many friends during her residence in Wrangel who will regret to learn of her departure.

The Hudson's Bay Co. have closed their office on the dock and in future their business will be attended to by Duncan McKinnon, who will cheerfully give all information regarding rates and time of sailings.

You better look up your ancestry, for it is rumored that the Blue book is about to be published and you may not get in the right class unless you attend to the matter at once. Tom Case expects to get in class A.

Attention is called to the fact that many of our citizens allow the sidewalks in front of their property on Front street to remain in poor condition. A little work would remedy this evil without any expense.

Frank Young of Juneau, arrived on the Rosalie yesterday morning enroute to Chican. Mr. Young expected to arrive here in time to connect with the Baranoff, but was disappointed, owing to the fact that that steamer departed immediately after the arrival of the Topeka, Tuesday.

The C. P. R. steamer Athenian arrived from the south Sunday evening and proceeded north early Monday morning; returning south again Wednesday.

nesday. The Athenian is one of the finest steamers which ply the north Pacific ocean.

Case & Wilson wish to call attention to the fact that they have placed in front of their place of business a fine grindstone for the free use of the citizens of Wrangel. This act does not signify that they have an axe to grind, on the contrary, it is pure generosity.

It is reported that a company is forming with a capital of \$500,000 to erect a magnificent hotel near Wrangel, with a view of making it a resort for tourists who visit Alaska. So far the JOURNAL has been unable to obtain confirmation to the report, but certainly, the scheme is feasible, and no better place than Wrangel could be selected as the site.

M. H. Saunders of Glenora, father of the \$300-to-the-day-per-man fake, has sold out his spectacle business, and with his wife returned south on the Athenian. Evidently, Saunders has no faith in the country surrounding Glenora, and certainly he lacks the staying qualities necessary to bridge over a short period of depression.

J. D. Stewart, who was robbed at Skagway by one of "Soapy" Smith's gang, went south Monday on the Utopia. During an interview with a JOURNAL representative Mr. Stewart stated that he arrived at Skagway with about \$3,000, and that about \$2,400 had been returned to him by the authorities at Skagway. He considers himself fortunate to get out of Skagway as easily as he did. Mr. Stewart will return in the fall to assist in the prosecution of the surviving members of the gang.

Regular Church Service—Presbyterian Church.

Sunday school, 10 a. m. Preaching to Natives, 11 a. m. Christian Endeavor, 7 p. m. Reading to White population, 8 p. m. Prayer meeting, Friday, 8 p. m.

## THE McKinnon Wharf

and Forwarding Co.  
OF  
FORT WRANGEL,  
ALASKA.

Have  
Their Wharf and  
Warehouse Ready for  
Vessels to Land Local and  
Bonded Goods.  
Apply to

Company's Agents on Wharf—  
Fort Wrangel, Alaska.

For Further Particulars,

OR  
J. BOSCHOWITZ, Agent,  
Victoria, B. C.

## NOTICE TO MARINERS.

Dominion of Canada, British Columbia, Buoyage of Northern Channels.

The following buoys were placed by the D. G. S. "Quadrant" this week:

1. A middle ground steel can buoy on Ripple rock. Race passage, between Thurior and Helmcken islands. There is only ten feet on a pinnacle rock where seven fathoms are shown on the charts.
2. A steel platform buoy, surmounted by a pyramidal slatwork with a diamond at the apex, on Dalipatch. Seaforth channel, replacing the spar buoy heretofore mentioned there.
3. A black steel can buoy on Hewitt Rock, Hilksish narrows, close to the 10 foot spot.

WM. P. ANDERSON,  
Chief Engineer,  
Dominion Department of Marine and Fisheries.  
Fort Wrangel, Alaska 29th April, 1898.

## CITIZENS OF WRANGEL.

You are requested by the Fort Wrangel Chamber of Commerce to use all due diligence and haste in clearing your door yards of any garbage and sewage which may be there, to place the same in a proper receptacle, and remove it to the beach at intervals of not less than three times a week.

By observing this, you will be doing your part towards having our now healthy city free from sickness and disease during the coming hot season. Very respectfully,

P. C. CAMPBELL, M. D.  
GEO. W. BLOOMHARDT,  
PETER C. JENSEN.  
Sanitary Committee for the Fort Wrangel Chamber of Commerce.  
Fort Wrangel, Alaska, May 3, 1898.

# Duncan McKinnon General Merchandise

## MINERS' SUPPLIES

The most complete Outfitting House in Alaska. We sell at prices that defy competition.

Front Street,  
FORT WRANGEL, ALASKA

Rufus Sylvester. Thos. A. Willson

## Willson & Sylvester.

### Fort Wrangel Mills

MANUFACTURERS  
OF

OF ALL KINDS OF  
Yellow Cedar Red Cedar  
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A  
Resort  
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Boys...

Cigars and Refreshments

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The Pioneer Merchants,

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M. MUNSIE, Secretary.

T. E. ELFFORD, Manager.

## The Shawnigan Lake Lumber Co. Ltd.,

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All Rough and Dressed Building Lumber Kept in Stock. Boat and Ship Timbers Cut to Order.

YARDS:

Victoria, B. C., Discovery St.  
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Wholesale and Retail Druggists, Assayers and Analytical

FRONT STREET.

Chemists.

FORT WRANGEL.

## The Chicago, Milwaukee & St. Paul Railway.

Operates its trains on the famous block system;  
Lights its trains by electricity throughout;  
Uses the celebrated electric berth reading lamps;  
Runs splendidly equipped passenger trains every day and night between St. Paul and Chicago, and Omaha and Chicago.

THE

Chicago, Milwaukee & St. Paul

Also operate steam heated vestibule trains, carrying the latest private compartment cars, library buffet smoking cars, and palace drawing room sleepers.



Parlor Cars, free reclining chair cars, and the very best dining car service.



For lowest rates to any point in the United States or Canada, apply to ticket agent or address

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General Agent.  
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## DENTIST,

(20 years' experience)

SEWARD BLD'G NEAR JOURNAL OFFICE  
Fort Wrangel, Alaska

## THE Providence FUR CO.,

PROVIDENCE, R. I.

Wants all kinds of raw furs, skins, ginseng, seneca, etc.

Prices quoted for the next sixty days are as follows:

|                   |                     |
|-------------------|---------------------|
| Silver Fox        | \$15.00 to \$150.00 |
| Beaver            | 5.00 to 25.00       |
| Otter             | 4.00 to 9.00        |
| Martin            | 2.00 to 9.00        |
| Beaver, per pound | 3.00 to 3.50        |
| Wolf              | 1.00 to 2.00        |
| Red Fox           | 1.00 to 2.00        |
| Mink              | .75 to 2.00         |
| Skunk             | .25 to 1.00         |
| Gray Fox          | .50 to .75          |
| Rat               | .20 to .25          |

Price list on all other furs and skins furnished on application. Full prices guaranteed, careful selection, courteous treatment, and immediate remittance on all consignments.

## COAL The famous COAL Wellington Coal

Now on sale at the lowest market rates

Offices at Clark, Ingersoll & Weymouth's or on board Bark Richard III.

Steamers coaled at any hour.

M. MANSON,

Agent for R. Dunsmuir & Sons

## Wakefield & Young

The Leading  
GROCERS

Dealers in  
Groceries and Provisions  
A Full Line of

General Merchandise

309 Front Street, Wrangel, Alaska

## EUREKA

### Beer Hall

M. McCANE, Prop.

This place is newly fitted up and will be managed as a

First Class Resort---Beer 10c

Located in Building adjoining Wrangel Drug Co's Store.  
Front Street, Wrangel, Alaska

## Fred Salaman

Washington Place off Front St. Alaska

Issues

Drafts

on

Canada and United States

Handles

REAL ESTATE

Executes every kind of business on Commission.

## Ft. Wrangel Brewery

BRUNO GRIEF, Prop.

THE

## New Brewery

Is now Completed and in

Full Operation

Water Front, Wrangel

## Wrangel Furniture Co.

637 Front Street

Owing to orders from headquarters, all the stock consisting of Furniture, Mattresses, Springs, Crockery, Tinware, Etc.

Will be sold

## AT COST

Beginning next

Monday, June 20

## ROBERT HYLAND

Dealer in

## Groceries & Provisions

Furs,

Curios,

Etc. . . .

Telegraph Creek,

Head of Stikkeen River

Miners supplied with everything necessary in making the trip to the Klondike.

## Steamer Elwood. . .

All claims against the above steamer must be sent in to the undersigned at once, or they will not be recognized.

By Order E. OFFORD, Purser.  
23 June, 1898.

## Charles O. Bates,

Attorney at Law

OFFICE-Jackson Block.

FORT WRANGEL, ALASKA.

DR. W. L. HARRISON

## DENTIST

(With Dr. Campbell.)

ADJOINING P. O. BUILDING

WRANGEL, ALASKA

## Fife Alaska Co.

DEALER IN . . .

General Merchandise.

C. P. COLE,

## Contractor AND Builder

I desire to announce to the public that I am prepared to do Contracting and Building on the shortest notice. Shop located on Front street.

## Clark, Ingersoll & Weymouth, ATTORNEYS AT LAW

417 FRONT STREET,

Fort Wrangel, Alaska.

Mining Properties, City Real Estate.



## WRANGEL

## Sheet Metal Works

Yukon Stoves and fixtures.

All kind of work made to order.

—BATH TUBS A SPECIALTY.—

Careful attention given all custom work

F. E. Cagle.

N. B. Whitfield,

## Civil Engineer

AND U. S. DEPUTY MINERAL SURVEYOR

438 Front Street, Fort Wrangel, Alaska